

The Young Hongkong Daily Press.

No. 7803

英一千八百零八年十一月九日

星期一

HONGKONG, MONDAY, DECEMBER 18TH, 1882.

香港

號八十一

PRICE \$2 PER MONTH.

SHIPPING.

ARRIVALS.
December 15, PEKING, British steamer, 954.
Droves, Shanghai 13th December, General—STRIMSEN & Co.

December 16, YANTZEE, British steamer, 754, E. Loc, Canton 16th December, General—STRIMSEN & Co.

December 16, MARLBOROUGH, British str., 1,176, K. Kuban, Sirion 9th December, General—CHIN-SESS.

December 16, KWANGTUNG, British steamer, 674, M. Young, Foochow 12th December, Amoy 13th, and Swallow 15th, General—DOUGLAS LAPRAIK & Co.

December 16, KELUUNG, British steamer, 919, Scholtz, Chinkiang 12th December, Rice—BUTTERFIELD & SWIRE.

December 16, CONISTON, British steamer, 2,258, F. E. Evans, Calcutta 26th Nov., Penang 4th December, and Singapore 8th, General—JARDINE, MATHESON & Co.

December 15, ALWINE, German steamer, 400, E. Thiesen, Saigon 7th December, Rice—WIRHL & Co.

December 16, POO-CHI, Chinese steamer, 546, Franks Duff, Shantung 13th Dec., General—C. M. S. N. Co.

December 16, YANGTZE, French str., 2,282, Lorrier, Shanghai 14th Dec., Muile and General—MESSAGERIES MARITIMES.

December 16, SUMIDA MARU, Japanese str., 820, H. Huben, Kuro 10th Dec., and Nagasaki 12th, General—M. B. M. S. N. Co.

December 17, RADNORSHIRE, British str., 1,201, O. Davies, London 29th Oct., and Singapore 8th Dec., General—APPELTON, PEARL & Co.

December 17, HARLOWE, British steamer, 277, F. Ashton, Tamai 14th Dec., and Amoy 16th, General—DORRAS LAPRAIK & Co.

December 17, CHUNG KNG, British steamer, 793, W. N. Deville, Canton 17th Dec., General—BUTTERFIELD & SWIRE.

December 17, GRAYNA, Spanish cruiser, José Quesada, Manila 14th Dec.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.—DECEMBER 16TH.

Achilles, British str., for Amoy.
Holloway, British str., for Swatow.

Namoa, British str., for Swatow.
China, German str., for Swatow.

Cingales, British str., for Singapore.
Camel, British str., for Singapore.

Besse, British str., for Singapore.

Fernwood, British str., for Cape St. James.

Camorta, Dutch str., for Amoy.

Malina, German bark, for Saigon.

Hainan, British str., for Hoitow.

Easington, British str., for Bangkok.

DEPARTURES.

December 16, SAERSON, British steamer, for Shanghai.

December 16, KELUUNG, British steamer, for Canton.

December 16, BIVOUAC, British steamer, for Singapore.

December 16, PEKING, British steamer, for Canton.

December 16, CHINKIANG, British steamer, for Shanghai.

December 16, MALVINA, German bark, for Saigon.

December 17, INGENIEUR, German bark, for Manila.

December 17, SOLIDOR, British bark, for Taku.

December 17, FERNWOOD, British steamer, for Cape St. James.

December 17, CAMORTA, British steamer, for Singapore.

December 17, CHINA, German steamer, for Singapore.

December 17, HOROW, British steamer, for Saigon.

December 17, NAMOA, British steamer, for Saigon.

December 17, THALER, British steamer, for Saigon.

December 17, ACHILLE, British steamer, for Amoy.

December 17, NEWCHWAN, British steamer, for Shanghai.

December 17, POO-CHI, British steamer, for Canton.

PASSENGERS.

ARRIVED.

Per Marlborough str., from Saigon.—103 Chinese.

For Ning, str., from Shanghai.—Mr. Polito, 2 Europeans and 80 Chinese.

Per Kangtung, str., from East Coast—Masters Phillips, Craig, and 62 Chinese.

Per Constanza, str., from Calcutta, &c.—71 Chinese.

Per Holloway, str., from Tamsui, &c.—15 Chinese.

Per Redesdale, str., from London.—Mr. and Mrs. Stephen and 4 children, Rev. and Mrs. Watson, Miss Emily Bell, Toko, and Vosy, and 50 Chinese.

Per Sumida Maru, str., from Kotsu and Nagasaki—Hon. C. Ellis, Lieut. Stratforditch, Mr. and Mrs. E. Badge, one European, two Russian Navy seamen, four Japanese, and 6 Chinese.

Per Yung, str., from Shanghai.—For Hong Kong, 1st class.

Per Macao, 4 Chinese, For Port of Macao.

Per Marseilles—Meurs, J. Gardner, John Palmer, J. da Silva, Alvaro, E. E. da Castro, and Chen Tah Yen and 2 servants.

REPORTS.

The British steamer *Radnorshire* reports left London on the 29th Oct., and Singapore on the 1st instant, and had strong N.E. monsoon with heavy head seas.

The British steamer *Kuangtung* reports from Foochow to Amoy experienced a fresh N.E. gale and high sea. From Amoy to Swatow had moderate monsoon. From Swatow to port light Northerly winds and fine weather throughout the passage. In Foochow str., Su Ningting. In the afternoon G. M. Kinn. In Swatow str., *Constitution*.

The British steamer *Holdom* reports from Tamai to Amoy fresh N.E. breeze with high sea. From Amoy light variable air and fine weather to Brothers; strong N.E. breeze and clear weather from there to Chelung Point, Amoy. Moderate breeze and overcast. In Amoy, C. H. King, Charles, and Gordon corr. Elizabeth. Douglas left on the 15th inst. On the 14th inst., 1 p.m., passed an English general boat off Fausui, bound for Lantau Island bound East.

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EXTRACTS.

THE DEATH OF TRISTRAM.
And high from heaven suddenly rang the lark,
Triumphant; and the far-few saluted ray.
Till all the hollow darkness fall with day,
And on the deep sky's verge a thousand light
Chanced, graw, slow, strongboughed into perfect sight,
A bowed and dipp'd and rose again' the sail's white
white.

And swift and steadfast as a saw-newn's wing
It neared before the wind, as fair to bring
Comfort, and shorten yet its narrowing track;

And she that saw lov'd hardly toward her back,
Saying, "Ay, the ship comes surely; but her sail is

black."

Ai! fair he would have sprung bright and soon
And spoken; but strong death struck bethorn,

And darkness closed as round him died.

And smitten by the head-bay Tristram died.

And scarce the world had down abroad and said,

These are to be seen the strength and mail,

And lighted forth hand Guntheron on land,

And led from ship with swift and reverent hand

Leapt; and round them up from all the crew

Broke the great wall for Tristram out alone.

And here one might hear her heart laid dead.

Not songless she sign for witness of the word:

Hul came and stood above his newly flood,

And folk their due upon her; and her head

Waved, as to reach the spring that slakes all drought;

And this four days became one silent month.

SWINBURNE.

TRICYCLES.

The tricycle is a very safe machine, and with ordinary caution an accident need never happen. One should never ride too close behind a dog-cart or carriage; he should always keep to his own side, being especially obedient to the rules of the road; he should never ride round a corner nor turn a corner at no man's angle, and although it is very pleasant to fly down hill, it should not be forgotten that it is often dangerous. Special care and caution are required when speeding through towns, for there are special dangers there—crowded thoroughfares, crams and turnways, and last, though not least, awkward gratings in the streets. Never open your bell, keep a hand on the break when needful, and light lamps before dusk. Neither extreme youth nor advancing age would seem to be any bar against the enjoyment of tricycle-riding. In America children positively ride before they can well walk, and in our own country it is by no means unusual to find men between sixty and seventy, who can do from thirty to fifty miles a day easily enough on the tricycle. They ride best and with the greatest safety to the health who race not. Seven or eight miles an hour for a young man, or from five to six for one past his prime, is speed enough, and even people who have not the use of the legs can have machines specially made for them. As to sex, I have only to say that as a means to the enjoyment and acquirement of health, the tricycle is becoming every day more fashionable among ladies. And I am very glad to know that it is a safe sport.

INSURANCES.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
The Underwriters, as Agents for the above Company, are prepared to accept this date to grant Policies upon First-class Risks to the extent of £10,000, per annum, on the following Rates:

DOUGLAS L. PLAIAK & Co.
Hongkong, 11th May, 1882.

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES AGAINST FIRE granted at Current Rates. Considerable Reduction in Premium for Large INSURANCES IN LLOYD & CO. AGENTS.

Hongkong, 3rd June, 1882.

THE MAN OF INSURANCE COMPANY LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), £1,000,000.

BOARD OF DIRECTORS.

LEONARD YUEN, Pres.

YU CHUNG PENG, Secy.

CHANG LI CHOY, Eng.

JOHN CHUNG, Eng.

The Company GRANTS POLICIES ON MARINE RISKS, &c., in all parts of the World, &c., of the Agencies.

Contributors' Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 1st March, 1881.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Underwriters Agents for the above Company, are prepared to ACCEPT RISKS ON MARINE CLASSE GONDONNA at 1 per Cent. Net premium per Annum.

NOTTON & Co. Agents.

Hongkong, 25th May, 1882.

A GRAND COMPAGNIE D'ASSURANCES MARITIMES, CERCLE TRANSPORTS (REUNIS) PARIS.

CAPITAL SUBSCRIBED, 50,000,000 Francs.

CAPITAL PAID-UP, 12,500,000 Francs.

The Underwriters, having been appointed Agents for the above Company, are prepared to grant Policies on MARINE RISKS to all

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